The China Mail.

Established February, 1845.

VOL. XXXIX. No. 6820. 號三廿月十年三十八百八千一英 HONGKONG, TUESDAY, OCTOBER 23, 1883. 日三廿月九年未癸 PRICE, $24 PER ANNUM.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*; E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 160 & 154, *Leadenhall Street*.
PARIS AND EUROPE:—GALLIEN & PRINCE, 36, *Rue Lafayette, Paris*.
NEW YORK:—ASHBREW WIND, 21, *Park Row*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.
CHINA:—*Macao*, Messrs A. A. DE MELLO & Co.; *Swatow*, QUELCH & Co. *Amoy*, WILSON, NICHOLIS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co.; and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,	$5,000,000.
INSTALMENT received on NEW SHARES,	926,765.62
	$5,926,765.62
RESERVE FUND,	$2,500,000.
INSTALMENT of PREMIUM received on NEW SHARES,	698,336.43
	$3,198,336.43

COURT OF DIRECTORS.

Chairman—WM. REIMERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. DALRYMPLE, Esq. | A. P. MCEWEN, Esq.
W. H. FORBES, Esq. | A. MCIVER, Esq.
A. GRÜTZNER, Esq. | F. D. SASSOON, Esq.
Hon. F. B. JOHNSON. | M. E. SASSOON, Esq.

CHIEF MANAGER.
Hongkong, ... THOMAS JACKSON, Esq.
MANAGER.
Shanghai, ... EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 25, 1883.

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this port and all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also Act as AGENTS at this port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, August 1, 1883.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE THIRD CALL of £10 Sterling per SHARE on the 20,000 SHARES, NEW ISSUE of this CORPORATION, will fall due on the 30TH SEPTEMBER CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong.

REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective OFFICES, the above Call or its equivalent in the Currency of the above-mentioned places.

PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank.

HOLDERS OF PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3/- 7¾d. or $54.70 per Share.

INTEREST at the Rate of 7 % per Annum will be Charged on Calls *unpaid* on the 30TH SEPTEMBER.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, September 12, 1883.

MRS. P. SMITH,
PRIVATE TIFFIN ROOMS,
AT
Nos. 8 & 9, Beaconsfield Arcade.

MEALS & REFRESHMENTS AT ALL HOURS.

TIFFIN ROOMS, BILLIARD ROOM, AND READING ROOM.

N.B.—NO EXTRA CHARGE FOR THE USE OF READING AND BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to
MRS. P. SMITH,
On the Premises, Beaconsfield Arcade.
Hongkong, October 18, 1883. no18

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Second and Final BONUS of FIVE per cent. on Contributions, and a DIVIDEND of EIGHTEEN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the 22nd Instant.

WARRANTS may be had on application at the OFFICE of this Society on and after that date.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, October 22, 1883.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the GENERAL MANAGERS, on THURSDAY, the 25th Instant, at 12 o'Clock, in accordance with the Provisions of the Companies' Ordinances 1865 and 1877.

DOUGLAS LAPRAIK & Co.,
General Managers.
Dated 17th October, 1883. oc25

HONGKONG RACES—1884.

THIS MEETING will take place on WEDNESDAY, THURSDAY, and FRIDAY, the 20th, 21st, and 22nd February, 1884.

GENTLEMEN having suggestions to offer or presentations to make are INVITED to Communicate with the CLERK of the COURSE on or before the 27th Instant.

THE HONGKONG DERBY—1884.

The HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing entries, with $100 added for 1st Pony, and $50 for 2nd. For all China Ponies, *bonâ fide* Griffins at date of entry, (SATURDAY, 19th January, 1884). First Pony, 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. Weight 10st. 10lbs. One Mile-and-a-half. Nominations Close on WEDNESDAY, 19th December, 1883, addressed to the CLERK of the COURSE, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.
Hongkong, October 16, 1883. oc28

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned, No. 7, Queen's Road, at Noon, on WEDNESDAY, the 31st day of October instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, October 17, 1883. oc31

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st day of October instant, both days included.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, October 17, 1883. oc31

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the Thirty-first day of October next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 16, 1883. no1

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

Rates to London. Subject @ 5 % Dis.	*P. & O., M. M. O. S. S. and Glen's.* W. A.	F. P. A.
Tea and Silk from H.K...	1	¾
Other Merchandise from Hongkong.....	—	¾
Tea and Silk from Canton (transhipment at H.K.)	21s.	16s.
Other Merchandize from Canton (transhipment at Hongkong).....	—	16s.

Goods for New York *viâ* Suez Canal, ⅛ % over rates to London.

Goods for New York *viâ* Suez Canal, transhipment in London, ¼ % over rates to London.

Silk for Marseilles, ⅛ % under rates to London.

BUTTERFIELD & SWIRE,
Agents, B. & F. M. Insce. Co., Ltd.

MARINE INSURANCE,
PARTICIPATION IN PROFITS.

THE Undersigned will return to each Insurer through them 33⅓ % of any profit there may be on his account for the 12 months ending the 30th April in each year. In the first settlement, only transactions initiated between this date and the 30th April next will be included.

The settlement will be made as soon as the Risks covered in each period have run off, and will be based on the difference between Net Premia received, and Losses and Claims paid.

BUTTERFIELD & SWIRE.
Hongkong, October 4, 1883. no4

For Sale.

LANE, CRAWFORD & Co.

TO HAND PER "GLENOGLE."

PEARS' ASSORTED BEST TOILET SOAPS.
PEARS' PRICKLY HEAT SOAP.
CARBOLIC ACID.
CARBOLIC DISINFECTING POWER IN DREDGERS.
WINTER HOSIERY.
TAILORING GOODS IN THIS SEASON'S PATTERNS.
THE NEW CLIMAX UMBRELLAS, guaranteed to wear.
THE NEW TODDY KETTLES WITH LAMPS.
THE NEW COFFEE MACHINES.
THE DUPLEX TABLE LAMPS, latest designs.
ARTISTIC FENDERS and FIRE IRONS.

LANE, CRAWFORD & Co.
Hongkong, September 17, 1883.

SAYLE & Co.'S
SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY in latest styles.
SPECIALITIES in BEAVER,
FELT, and STRAW HATS, and
BONNETS in newest shapes.
FEATHERS,
FLOWERS,
MILLINERY,
SILKS,
VELVETS,
SATINS,
&c., &c., &c.

SAYLE & Co.,
VICTORIA EXCHANGE.
Hongkong, October 8, 1883.

Intimations.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

ON and after the 1ST OCTOBER, the PRICE of ICE will be REDUCED to 1½ Cents per pound.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, September 15, 1883.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS.

ARRANGEMENTS have been made for passing the Company's Steamers through the SUEZ CANAL in QUARANTINE, thus avoiding any detention in EGYPT. The Homeward Mails are now being landed at VENICE, but the QUARANTINE which is still imposed at this and all other CONTINENTAL PORTS prevents the landing of Passengers, and those travelling by the Company's Steamers are advised to remain on board the Vessel which calls at MARSEILLES *en route*—stopping a few hours only to discharge Cargo—and proceed in her direct to LONDON, thus avoiding all QUARANTINE delays and inconveniences.

The Passages of the Steamers will be accelerated, and they will not call at MALTA or GIBRALTAR.

E. L. WOODIN,
Acting Superintendent.
Hongkong, September 6, 1883.

A Good BOOKKEEPER, who has a few spare hours in the early morning, would be glad to take Charge of a Set of Accounts. Terms very moderate.

Address "M. M. R.,"
c/o. *China Mail* OFFICE.
Hongkong, August 24, 1883.

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.
Hongkong, May 1, 1882.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Board,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, September 1, 1883. de1

IT frequently occurs that from damp or otherwise Good TEA is spoiled from the fact of being musty, mouldy, unpalatable to Foreigners' taste and unfit for their use.

This refuse Tea the Lady Superioress of the Italian Convent now comes forward and begs the LADIES and GENTLEMEN to let her have for her numerous Chinese pupils, for whom the sole beverage of luxury is Tea.
Hongkong, September 10, 1883.

Intimations.

NOTICE.

THE Undersigned have been appointed AGENTS of the CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

ARNHOLD, KARBERG & Co.
Hongkong, October 20, 1883. no20

HOP SHING & Co.,
ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c.,
NESS IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at moderate terms.

ENGINE ROOM STORE, WEST POINT,
Hongkong.
24th September, 1883. 25no84

☞ Twelfth Volume of the "CHINA REVIEW."

Now Ready.

No. 1.—Vol. XII.
—OF THE—
"CHINA REVIEW"
CONTAINS—

The Structure of Chinese Characters.
Chinese Guilds and their Rules.
The Dialect of Yangchow.
China During the Tsin 秦 Dynasty, A.D. 264-419.
More on the Origin of the Arabic Numerals.
Su Tung P'o in Hainan.
Opium and the Smoking Extract.
Notices of New Books and Literary Intelligence.
Notes and Queries.
Correspondence.
Books Wanted, Exchanges, &c.
To Contributors.
Hongkong, September 28, 1883.

To Let.

TO LET.

"BISNEE VILLA" POKFOOLUM, Furnished.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, August 30, 1883.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL.
For further Particulars apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, August 1, 1883.

GODOWNS—TO LET.

PRAYA EAST AND WANCHAI ROAD.
For Particulars, apply to
SIEMSSEN & Co.
Hongkong, April 26, 1882.

TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, March 8, 1883.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 24th October, 1883, at 3 p.m., at his Sales Rooms, Queen's Road,—
THE YACHT
"SUN FLOWER,"
Newly Coppered, and with full Compliment of RACING SAILS, CHAINS, ANCHORS, &c., &c., &c.

TERMS OF SALE.—Cash, and the Yacht to be at the Purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, October 20, 1883. oc24

For Sale.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDING,
HAS FOR SALE

A Fine Assortment of WHITE and RED BURGUNDIES:—GRAND HERMITAGE, CHAMBERTIN, POMMARD, RICHEBOURG, CHABLIS, Pints and Quarts, &c., &c.

OLD PORT, SHERRY, WHISKEY, COGNAC, Assorted LIQUEURS and SYRUPS; PERFUMERY, &c., &c., &c.
Hongkong, October 17, 1883.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.

CHOY CHEW,
230, *Praya West.*
Hongkong, June 18, 1883. do18

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts .....$18 per 1 doz. Case.
Pints.....$10 per 2 doz. "
GIBB, LIVINGSTON & Co.
Hongkong, November 1, 1881.

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. E. J. EITEL.

CROWN OCTAVO, PP. 618.

HONGKONG, 1877-1883.

Part I.	A-K, ...	$2.50
Part II.	K-M, ...	$2.50
Part III.	M-T, ...	$3.00
Part IV.	T-Y, ...	$3.00

A Reduction of *ten per cent.* will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1883.

PUBLICATIONS
BY JOHN CHALMERS, M.A., LL.D.,
to be bought of LANE, CRAWFORD & Co. and KELLY & WALSH.

	Price.
Structure of Chinese Characters,.....	$4.00.
Cantonese Dictionary,.....	3.00.
Concise K'anghi, half calf,.....	5.00.
Do. stitched,.....	3.00.
Tau-teh-king,.....	2.00.
The Question of Terms,.....	1.00.
Origin of the Chinese,.....	1.50.
The Rhymes of the *Shi*,.....	1.00.

LONDON MISSION,
Hongkong, May 16, 1883. no16

RODERICK DHU WHISKY.

A Pure, Fine-Flavoured Blend, Equal in Bouquet and Style to the Finest FRENCH BRANDY.

Sole Agent, Hongkong,
C. L. THEVENIN.
Hongkong, October 19, 1883. 19ja84

FOR SALE.

GOOD BORDEAUX CLARET in cases of 1 doz. Quarts at.....$3.50.
WOLFE SCHIEDAM SCHNAPPS in cases of 12 Bottles at.....$6.00.
Also, some PRIME HOLLAND JENEVER in Stone bottles, and some POMERANZEN BITTERS.

Double Barreled Breech Loading GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOT, &c., &c., &c.

J. F. SCHEFFER,
21 *and* 23, *Pottinger Street.*
Hongkong, August 16, 1883. no16

THE REPORT OF THE TRIAL OF LOGAN AT CANTON that have appeared in the *China Mail* is being printed in PAMPHLET FORM, and will be on SALE early TO-MORROW MORNING.—Price, 30 Cents.
Hongkong, October 2, 1883.

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship "*Ningpo*," Captain R. CARS, will be despatched for the above Port on WEDNESDAY, the 24th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, October 22, 1883. oc24

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer "*Danube*," Captain NEWTON, will be despatched for the above Ports on THURSDAY, the 25th Instant, at Noon.

For Freight or Passage, apply to
YUEN FAT HONG, *Agents.*
Hongkong, October 22, 1883. oc25

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

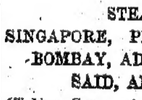
FOR SHANGHAI.
(*Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship "*Pootsang*," Captain HOGG, will be despatched as above on THURSDAY, the 25th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 22, 1883. oc25

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

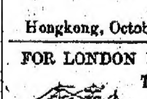


The Co.'s Steamship "*Namoa*," Capt. WESTON, will be despatched for the above Ports on FRIDAY, the 26th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, October 22, 1883. oc26

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.



The Co.'s Steamship "*Albay*," Capt. GODDARD, expected here on Wednesday, the 24th Inst., will be despatched for the above Ports on FRIDAY, the 26th Inst., at 4 p.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, October 22, 1883. oc26

UNION LINE.

FOR YOKOHAMA AND HIOGO.

The Steamship "*Cairnsmuir*," Captain CASTLE, due on or about the 26th Inst., will have immediate despatch for the above Ports.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, October 19, 1883.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE
(*Taking Cargo at through rates to* CALCUTTA, PERSIAN GULF PORTS, ODESSA, *and the* MEDITERRANEAN PORTS.)

The Co.'s Steamship "*Berenice*," Capt. P. CHILLOVICH, will be despatched as above on SATURDAY, the 27th Instant, at Noon.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, October 20, 1883. oc27

FOR LONDON *VIA* SUEZ CANAL.

The Steamship "*Glenelg*," Captain QUARTLY, will be despatched as above on or about the 27th Instant.

This Steamer has superior Cabin Accommodation, and carries a Doctor, and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, October 13, 1883.

FOR HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

The Steamship "*Iphigenia*," Capt. F. AHRENS, will be despatched for the above Ports on or about the 27th Instant.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, October 22, 1883.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship "*Strathmore*," WHITE, Commander, expected here on or about the 2nd Proximo, will have immediate despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 9, 1883.

Shipping.

Steamers.

FOR SYDNEY AND MELBOURNE.
(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND.)

The Steamship "*Whampoa*," Capt. WILLIAMS, will be despatched on or about the 20th Proximo.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 26, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

FOR SHANGHAI.

The Steamship "*Liban*," CONDOLLE, Commander, due about the 23rd Inst., will have quick despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 19, 1883.

FOR SYDNEY AND MELBOURNE.
(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, FIJI, TASMANIA *and* NEW CALEDONIA.)

The Eastern and Australian Steamship Co.'s Steamer "*Catterthun*" will be despatched as above on or about WEDNESDAY, the 31st Inst., at 4 p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, October 15, 1883.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND PONTIANAK.

The Co.'s Steamship "*Camoria*," Captain OREILLE, will be despatched as above on or about the 27th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 22, 1883.

GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY & MELBOURNE, *VIA* SINGAPORE.
(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* ADELAIDE, NEW ZEALAND *and* TASMANIAN PORTS, NEW CALEDONIA *and* FIJI.)

The Steamship "*Euxine*," Captain PETERS, will be despatched as above on MONDAY, the 29th Instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, October 20, 1883. oc29

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

The Steamship "*Liban*," CONDOLLE, Commander, will sail on or about the 7th November, for MARSEILLES *viâ* SAIGON, SINGAPORE, COLOMBO, ADEN and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving Marseilles after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a FORWARDING AGENCY at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The line is noted for its cuisine, and beer and table wines are included in the passage money.

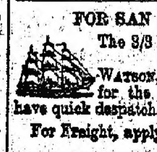
RETURN TICKETS are now granted by the Steamers of this Line, available for 6 or 12 months' period, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued, to the date of re-embarkation there of the Holder of the Ticket.

Special Rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, October 8, 1883.

Sailing Vessels.

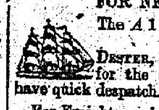
FOR SAN FRANCISCO.



The 3/3 *L.L.I.* British Ship "*Charles Bal*," WATSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 2, 1883.

FOR NEW YORK.



The *A* 1 British Ship "*Lothair*," DEXTER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 2, 1883.

For Sale.

MacEWEN, FRICKEL & Co.
No. 56, Queen's Road East,
(Opposite the Commissariat),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

White BEANS.
TOPOCAN BUTTER.
Eastern and Californian CHEESE.
CODFISH in Tins.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kegs.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.
" Assorted Canned VEGETABLES.
" Potted SAUSAGE and Sausage MEAT.
" Stuffed PEPPERS.
" Assorted SOUPS.
Richardson & Robbin's Celebrated Potted MEATS.
Richardson & Robbin's Curried OYSTERS.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCOTASH.
BRAWN.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.
Corn STARCH.
Green CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

DEVOE'S NONPARIEL BRILLIANT KEROSINE OIL,
150° test.

Ex late Arrivals from ENGLAND.
A LARGE ASSORTMENT OF STORES,
including:
BREAKFAST TONGUES.
CAVIAR.
ASPARAGUS.
SOUPS, &c.
TEYSSONEAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
COCOATINA.
VAN HOUTEN'S COCOA.
LIEBIG'S & EPP'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.
MINCEMEAT.
SAUSAGES.
BRAWN.
DANISH BUTTER.

SPARTAN
COOKING STOVES.

ENGLISH CUTLERY.
ELECTRO-PLATE.
CROCKERY & GLASS WARE.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1RES. GRAVES, " "
BREAKFAST CLARET, " "
SHERRIES & PORT—
SACCONE'S MANZANILLA & AMONTILLADO.
SACCONE'S OLD INVALID PORT (1848).
HUNT'S PORT.
BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DUBOUCHE & CO.'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOORD'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOILLY PRAT & CO.'S VERMOUTH.
CRABBIE'S GINGER BRANDY.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA, BOKER'S and ORANGE BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. & J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the Gallon.
ALE and PORTER, in hogsheads.

SPECIALLY SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in 5 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Hongkong, July 10, 1883.

Mails.

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO NAGASAKI AND KOBE, *VIA* INLAND SEA.
(Taking Cargo and Passengers for YOKOHAMA.)

THE S.S. *TAKACHIHO MARU*, Capt. NYE, due here on or about the 21st Instant, will be despatched as above on FRIDAY, the 26th October, at 4 p.m.

Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing.

No Bill of Lading signed under $2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

CARGO and PASSENGERS for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, Praya Central, Ground Floor of Messrs RUSSELL & Co.

H. J. H. TRIPP,
Agent.

Hongkong, October 17, 1883. oc26

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE S. S. *ARABIC* will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on SATURDAY, the 27th October, at 3 p.m. To be followed by the S. S. *OCEANIC*, on the 17th November.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, October 19, 1883. oc27

THE CHINESE MAIL.

THIS paper is now issued every day The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and over-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *SUTLEJ*, Captain A. H. JOHNSON, with Her Majesty's Mails, will be despatched from this for LONDON direct, *viâ* SUEZ CANAL and usual Ports of Call, on TUESDAY, the 30th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN,
Acting Superintendent.

Hongkong, October 18, 1883. oc30

Insurances.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ¼ per cent. net premium per annum.

NORTON & Co., *Agents.*

Hongkong, May 19, 1881.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

SHARE LIST.—QUOTATIONS. Oct. 23, 1883.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.(1)	Closing Quotations, Cash.
BANKS.							
HK. and S'hai Bank	60,000	$ 125	$ 125	$ 3,198,336.43	$ 52,509.62	£2	188 % = $360
INSURANCES.							
Nth.-China Ins.	1,000	Tl. 2,000	Tl. 500	Tl. 400,000	Tl. 230,464.77	Tl. 75	Tl. 1400 p. sh.
Yangtsze Ins.	1,200	Tl. 350	Tl. 350	Tl. 538,235	Tl. 3,059.76	18 %	Tl. 1015 "
Union Ins. Soc.	2,000	$ 1,250	$ 125	$ 422,744	$ 164,271.00	$ 45.50†	$600 ex div.
China Traders Insurance	24,000	$ 83.33	$ 25	$ 600,000	$ 107,411.65	22% ‡	$73 p. share
C'ton Ins. Office	10,000	$ 250	$ 50	...	$ 506,127.77	10%	$107 "
Chinese Ins. Co.	1,500	$ 1,000	$ 200	$ 100,378	Debit balance $3907.18	3%	‖ $215 "
HK. Fire Ins.	8,000	$ 250	$ 50	$ 861,000	$ 250,732.56	$20 ¶	$352½ "
China Fire Ins.	20,000	$ 100	$ 20	$ 500,000	$ 105,366.49	$3.60 and bonus proportionate.	$75 "
STEAM C'PANIES.							
HK. C. and M. Steamboat	8,000	$ 100	$ 75	$ 200,000	$ 41,320.95	6%	‖ $123 "
Indo-China S. Nav. Co.	120000	£ 10	£ 10		Debit.		25 % dis.
China & Manila S.S. Coy., Lt.	3,500	$100	all	...	...		18 % prm.
MISCELLANEOUS.							
HK. & Wh'poa Dock	10,000	$ 125	$ 125	$18,000⁷⁵	$ 2,083.04	4%	58 % prm. = $197½
HK. and China Gas Co.	5,000	£ 10	£ 10	£7,758.14.8	£ 1,144.18.9	...	$80 p. share
H'kong Hotel	2,000	$ 100	$ 100	$ 30,000	...	$3	‖ $150 "
China Sugar Co.	9,000	$ 100	$ 100	...	5,895.56	$8	‖ $140 "
H'kong Ice Co.	1,250	$ 100	$ 100	$ 15,250	$ 687.06	$12 % for 1882.	$150 "
H'kong Bakery	600	$ 50	$ 50	$ 4,000	$ 253.45	$5	$82 "
Luzon Sugar Co.	7,000	$ 100	$ 100	...	$ 4,030.65	...	$81 "
				Rates of Interest.	*Payable.*		
LOANS.							
Chi. Imp., 1874	6,276	£ 100	all	8 %	June30Dec31		
" " 1877	16,040	£ 100	all	8 %	Feb.28Ag. 31		
" " 1878	3,299	Tl. 500	all	8 %	April & Oct.		
" " 1881	8,565	Tl. 500	all	8 %	Jne16&Dc.10	...	½ % prm.
Sugar Debentures, 1880	600	$ 500	all	8 %	June & Dec.		2 % prem.

† Dividend for 1881.—‡ To 30th April 1883.—¶ For year 1881.—‖ For half year ended 30th June 1883.—(1) And/or total dividend to date declared this year.

EDWARD GEORGE, *Share Broker.*

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Moray*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 22, 1883. oc29

NOTICE TO CONSIGNEES.

S. S. "*TAKACHIHO MARU*," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 23rd Instant, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

H. J. H. TRIPP,
Agent,
Mitsu Bishi Mail S. S. Co.

Hongkong, October 22, 1883. oc29

STEAMSHIP "*PEIHO*."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship *Euphrate*, from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 26th Instant, at Noon, will be subject to rent and landing charges.

All Claims for damage must be sent in to me before the 29th Instant or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 19, 1883. oc26

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex *Anadyr*.

Address Mr. Mansfield, 2 Casks.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 15, 1883.

JUST RECEIVED
ST. JACOB'S OIL.
HOP BITTERS.
ELECTRIC HAIR BRUSHES.
HONGKONG DISPENSARY.

Hongkong, September 24, 1883. 8fs84

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI
(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship "*Ajax*," Captain RILEY, will be despatched at 4 p.m. TO-MORROW, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 23, 1883. oc24

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND.)

The Steamship "*Whampoa*," Capt. WILLIAMS, will be despatched at 4 p.m. on THURSDAY, the 25th Instant.

This Vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 23, 1883. oc25

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship "*Slentor*," Captain EDWARDS, will be despatched on or about the 27th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 23, 1883.

OCEAN STEAMSHIP COMPANY.
FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship "*Achilles*," Capt. ANDERSON, will be despatched on or about the 5th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 23, 1883.

To-day's Advertisements.

A GENTLEMAN who has had long and varied EXPERIENCE in COMMERCIAL BUSINESS and is quite competent to take charge of BOOKS, CASH, CORRESPONDENCE or the GENERAL MANAGEMENT of an Office—is open to a re-engagement in China, at the end of the year—Unexceptionable References.—Address "DELTA," Post Office, Amoy.

October 23, 1883. no23

NOTICE TO CONSIGNEES.

STEAMSHIP "*VICTORIA*," FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on Board will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

A General Average Bond will have to be signed by the Consignees before delivery of Goods.

THOS. HOWARD & Co.,
Agents.

Hongkong, October 23, 1883. oc28

SHIPPING.

ARRIVALS.

Oct. 23, *Wells Castle*, British barque, 626, Kennett, Philippine Islands Sept. 28, Timber.—LANE, CRAWFORD & Co.

Oct. 23, *Whampoa*, British steamer, 1109, J. E. Williams, Foochow Oct. 21, Tea.—BUTTERFIELD & SWIRE.

Oct. 23, *Namoa*, British steamer, 862, Geo. Westoby, Foochow Oct. 18, Amoy 19, and Swatow 22, General.—DOUGLAS LAPRAIK & Co.

Oct. 23, *Ningpo*, British steamer, from Canton.

Oct. 23, *Duburg*, German steamer, 921, Schultz, Swatow Oct. 22, General.—BUN HIN CHAN.

Oct. 23, *Olympia*, German steamer, 783, E. Christiansen, Saigon Oct. 18, Rice.—SIEMSSEN & Co.

DEPARTURES.

Oct. 23, *Douglas*, for Coast Ports.
23, *Nam-oian*, for Hoihow, &c.
23, *Ping-on*, for Hoihow, &c.
23, *Tanais*, for Yokohama.
23, *Nestor*, for Singapore, &c.
23, *Welle*, for Hoihow, &c.
23, *Amazone*, for Marseilles, &c.

CLEARED.

Moray, for Saigon.
De Bay, for Nagasaki.
Ningpo, for Shanghai.
Peking, for Canton.
Duburg, for Singapore.

PASSENGERS.
ARRIVED.

Per *Whampoa*, from Foochow, Dr Taylor, Mr Hunter, and 16 Chinese.

Per *Namoa*, from Coast Ports, Mr Kemp, and 162 Chinese.

Per *Duburg*, from Swatow, 670 Chinese.

Per *Olympia*, from Saigon, 18 Chinese.

DEPARTED.

Per *Amazone*, for Saigon, Mr and Mrs Kent, and 7 Chinese; for Singapore, Mr A. J. Rodrigues and one Chinese assistant, Messrs T. Goodwin, Schepens, and P. Rothenbusch; for Port Said, Mrs Pernanskaja; for Marseilles, Messrs H. Nielson, Mackiew Smith, and Trunsch. From Shanghai: for Marseilles, Mr and Mrs Flesch, Miss E. Gannivet, Mr G. Harting, Consul and Mrs Dillon, 2 children and servant. From Yokohama: for Marseilles, Messrs Francke, James Smith, Thomas Purdey, Samuel Pater, and H. Rook.

Per *Tanais*, for Yokohama: from Hongkong, Count Paluski, Mr and Mrs Carratti and infant; from Marseilles, Messrs Richter and Silvin.

Per *Douglas*, for Amoy, Mr F. J. Marshall.

Per *Nam-oian*, for Hoihow, &c., 5 Europeans, and 60 Chinese.

Per *Ping-on*, for Hoihow, &c., 10 Chinese.

TO DEPART.

Per *Moray*, for Saigon, 50 Chinese.

Per *Ningpo*, for Shanghai, 2 Europeans, and 50 Chinese.

Per *Duburg*, for Singapore, 1 European, and 622 Chinese.

SHIPPING REPORTS.

The British barque *Wells Castle* reports: Light winds and calms up to 21st of Oct.; thence to port steady N.E. winds.

The British steamer *Whampoa* reports: Left Foochow Oct. 21st at noon, arrived at Hongkong at 9 a.m. on the 23rd. Experienced fresh to strong N.E. monsoon to Lamnocks, from thence to port light N.E. winds and fine weather.

The British steamer *Namoa* reports: Left Foochow on 18th, Amoy 19th, and Swatow 22nd inst., and experienced moderate winds from N.W. to E. and fine weather throughout.

The German steamer *Olympia* reports: Fresh East and N.E. winds and moderate sea.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS SETTLEMENTS.—
Per *Duburg*, at 0.30 a.m., on Wednesday, the 24th inst.

For NAGASAKI.—
Per *De Bay*, at 3.30 p.m., on Wednesday, the 24th inst., instead of as previously notified.

For SHANGHAI.—
Per *Ajax*, at 3.30 p.m., on Wednesday, the 24th inst.
Per *Ningpo*, at 3.30 p.m., on Wednesday, the 24th inst.

For SWATOW AND BANGKOK.—
Per *Danube*, at 11.30 a.m., on Thursday, the 25th inst.

For SHANGHAI.—
Per *Kookang*, at 2.30 p.m., on Thursday, the 25th inst.

For SAIGON.—
Per *Gordon Castle*, at 5 p.m., on Thursday, the 25th inst.

For SWATOW AMOY & FOOCHOW.—
Per *Namoa*, at 5 p.m., on Thursday, the 25th inst.

For AMOY AND TAIWANFOO.—
Per *Albay*, at 3.30 p.m., on Friday, the 26th inst.

For NAGASAKI AND KOBE.—
Per *Takachiho Maru*, at 3.30 p.m., on Friday, the 26th inst.

For NAGASAKI, HIOGO, AND YOKOHAMA.—
Per *Khiva*, at 11.30 a.m., on Thursday, the 1st November.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CHARLES BAL, British ship, Capt. W. J. Watson.—P. & O. S. N. Co.

DANUBE, British steamer, Captain J. Newton.—Yuen Fat Hong.

HAYDN BROWN, Amer. barque, Capt. C. Havener.—Russell & Co.

KILLEENA, British barque, Capt. Hugh Wallace.—Meyer & Co.

MAGIC, British brig, Captain White.—Order.

MOUNT LEBANON, Brit. barquetine, Capt. Nelson.—Rozario & Co.

SEA RIFFLE, Brit. 3-m. schooner, Capt. Alfred Rickers.—Siemssen & Co.

VICTORIA, British steamer, Capt. J. B. Shield.—Thos. Howard & Co.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Ningpo* leaves for Shanghai.
4 p.m.—*Ajax* leaves for Shanghai.

Auction.

3 p.m.—Auction of Yacht *Sun Flower*.

General Memoranda.

THURSDAY, October 25:—
Noon.—Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the General Managers' office.
Noon.—*Danube* leaves for Swatow, &c.
3 p.m.—*Pooksang* leaves for Shanghai.
4 p.m.—*Whampoa* leaves for Australian Ports.

FRIDAY, October 26:—
Daylight.—*Namoa* leaves for Coast Ports.
Goods per *Peiho* undelivered after Noon subject to rent and landing charges.
2 p.m.—Cricket Match.
4 p.m.—*Albay* leaves for Amoy, &c.
4 p.m.—Mitsu Bishi Mail leaves for Nagasaki, &c.

SATURDAY, October 27:—
Noon.—*Berenice* leaves for Straits, &c.
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Arabic* leaves for Yokohama and San Francisco.

MONDAY, October 29:—
5 p.m.—*Euxine* leaves for Australian Ports via Singapore.

TUESDAY, October 30:—
4 p.m.—English Mail leaves for Ports of Call and Europe.

WEDNESDAY, October 31:—
Noon.—Meeting of Shareholders of the Canton Insurance Office in the General Agents' offices, No. 7, Queen's Road.
4 p.m.—*Calterthun* leaves for Australian Ports on or about this date.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsarparilla Water, and other Aerated Waters.
☞ *The Manufactory is under direct and continuous European Supervision.*

Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for reference.

☞ *The publication of this issue commenced at 7.30 p.m.*

The China Mail.

HONGKONG, TUESDAY, OCTOBER 23, 1883.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. A. & C. Telegraph Co.'s Line.)

LONDON, October 22.

A definitive treaty of peace has been signed between Chili and Peru and the Chilians are preparing to evacuate Lima and Callao.

LOCAL AND GENERAL.

The next ENGLISH MAIL, per the P. & O. S. S. *Verona*, may be expected here on or about Friday next, the 26th instant.

The next AMERICAN MAIL, per the O. & O. Co.'s steamer *Oceanic*, may be expected to arrive here on or about Saturday, the 27th instant. She brings San Francisco dates to the 28th September.

The O. S. S. Co.'s steamer *Ajax* left Singapore on the 16th instant; due here on or about the 23rd instant.

The D. D. R. steamer *Cassandra* left Singapore on the 19th instant; due here on or about the 26th instant.

The *Cairnmuir* left Singapore on the 19th instant; due here on or about the 26th instant.

The O. S. S. Co.'s steamer *Slentor* left Singapore on the 20th instant; due here on or about the 27th instant.

THE S.S. *Thiles* went over to the Cosmopolitan Dock this morning.

THE Occidental & Oriental Company's S.S. *Oceanic* with mails &c. from San Francisco to Sept. 28th, has arrived at Yokohama and sailed for this port on Sunday, the 21st inst.

THE steamer *Hac Shin* was in Foochow on the 16th instant; and the steamers *Holhow*, *Kwongsang* and *Rajamattiamdar* were in Swatow on the 22nd inst.

THE Agents (Messrs Butterfield & Swire), inform us that the O. S. S. Co.'s steamer *Slentor*, from Liverpool, left Singapore on the forenoon of the 20th inst. for this port and Shanghai.

WE are authorized to state that the private view of the Hongkong Sketching Club will take place in St. Andrew's Hall to-morrow (Wednesday) and that the Committee and members will be pleased to see their friends at 4 p.m.

POLICE Inspector J. C. Swanston, who has already put in nearly twelve years service in the Police Department of Hongkong, was to-day sworn in at the Magistracy for another term of five years. We understand Inspector Swanston leaves here for home by the next English mail on a well-earned leave of absence.

ABOUT 9 o'clock last night the cookhouse chimney of house No. 140 Queen's Road Central caught fire and burned for more than half an hour. Some of the firemen, and the engineer from the Central Fire Station, got some Police extinctears on to the top of the house and succeeded in extinguishing the fire before it communicated with other parts of the house. The chimney was thickly coated with soot, which caused it to burn with considerable strength. The ground floor of the house is used as a cabinet-maker's shop and had the fire once communicated with this part of the building a serious conflagration would probably have occurred, on account of the quantity of inflammable material contained in the shop. The extincteurs, with their chemical charges, were found very effective in thoroughly extinguishing the burning soot. A WOMAN named Lai Ato, wife of a seaman named Teung Yeu Chung, committed suicide on the 20th inst. by swallowing an overdose of prepared opium. An inquest was held on the body of deceased at the Government Civil Hospital this afternoon by Mr H. E. Wodehouse, the Coroner, and a jury consisting of Messrs E. J. Chapman, N. J. dos Remedios, and J. P. Madar. From the evidence of the husband of the deceased, and a cook employed by her, it appeared that the latter was sent out on the afternoon of the 20th instant to purchase some opium for her which she shortly afterwards swallowed. She was found by the husband, when he returned to the house in the evening, lying on her bed very bad. The husband administered some assafœtida but that had no effect and deceased shortly after expired. The cup in which the opium had been was found by the bedside. The jury returned a verdict of *felo de se*.

ABOUT 12.30 this afternoon the fire bell rang out from the No. 5 Station, and it was discovered that a fire had broken out in a house at the top of Wellington Street, No. 170, immediately opposite the back of No. 5 Station. The Government and Volunteer engines were quickly upon the spot, but some difficulty was experienced in getting at the fire which appears to have originated in a back room of the house, No. 170, the front of which is a hatter's shop, and to have spread to a cellar under some steps at the back of the next house, No. 172. The fire was, however, soon got under and by 2.30 the engines were able to leave the ground. The building suffered little injury from the effects of the fire, but considerable damage was naturally done to the effects inside by the quantity of water pumped into the house. How the fire started is still a mystery, and it is rather a curious coincidence that an insurance was effected by the tenant only a few days ago.

A SERIOUS accident happened on Sept. 8th to Miss Rose Brand, daughter of Mr Henry Brand, a near relative of the Speaker, Sir H. Brand. Miss Brand was walking with her governess in a field near Nab End, on the outskirts of Durham, when a rifle bullet struck her, carrying off the point of one finger and considerably injuring the next one. A party of artillery volunteers were practising carbine firing, the firing point being 1,000 yards off, and in a straight line with Miss Brand.

A POLL has been taken at Accrington on the question of grocers' wine and spirit licences, with the result that four-fifths of the householders have voted against the renewal of such licences. Out of 6,000 voting papers distributed, 5,486 were filled up; 4,478 householders declared against, and 222 in favour of the renewal of the licences, while 288 were neutral. The return was recently presented to the licensing justices, who were surprised at the result of the voting, and, in deference to the unmistakable opinion of the inhabitants, adjourned the licensing session for notices to be given of objection to all of licences.

THE following police notice has been issued in London with regard to bicycle and tricycle racing:—"Persons using bicycles and tricycles are hereby cautioned that such vehicles are carriages within the meaning of the Highway and Metropolitan Police Acts. Furnus Driving (Taylor v. Goodwin, decided by the Judges, March 25, 1879). The Metropolitan Police Acts impose a penalty on any person who shall ride or drive furiously, or so as to endanger the life or limb of any person, or to the common danger of the passenger in any thoroughfare. The police are directed to ascertain the names and addresses of persons about to take part in any bicycle or tricycle race within the Metropolitan Police District, and to proceed against, and, if necessary, to take into custody any person violating the above law. The provisions of the law as to obstructions are independent of the above."

It is stated that a new electrical contrivance has been perfected by Mr A. St. George, the inventor of the telephone which bears his name. This invention is really supplemental to the telephone, and will enable every description of conversation carried on through the instrument to be not only recorded, but reproduced at any future time. Briefly stated, Mr St. George's invention may be thus described. A circular plate of glass is coated with collodion and made sensitive as a photographist plate. This is placed in a dark box in which is a slit to admit a ray of light. In front of the glass is a telephone diaphragm, which, by its vibrations, opens and closes a small shutter through which a beam of light is constantly passing and imprinting a dark line on the glass. Vibrations of the shutter cause the dark line to vary in thickness according to the tones of the voice. The glass plate is revolved by clockwork, and the conversation as it leaves the telephone is recorded on the sensitive plate, the imprinted words spoken being fixed as is done in photography. The plate can be brought forward afterwards, and when replaced in the machine and connected with distant telephone will, when set in motion, give back the original conversation.

In Mr Sydney Grundy's new comedy, "The Glass of Fashion," with which the Globe Theatre was, says the *Overland Mail*, re-opened on Sept. 8, that form of newspaper literature which has come to be known as "social journalism" is the theme of satire. "The Glass" is a so-called "social paper," written, as the dramatist indicates, with special emphasis, not by professional journalists, but rather by certain shallow and flippant amateurs who have sufficient skill in composition to enable them to pen spiteful paragraphs, dart innuendoes, scandalous insinuations, censorious gossip, and

> That abominable tittle-tattle,
> Which is the cud that's chewed by human cattle.

Such are the ingredients of the pestilential print. It is not their property, but that of a rich and illiterate brewer, who, as he at first delights to boast, has bought it "dirt cheap" for 2,000*l*. It proves a sorry bargain, and almost as great a plague to him as his vixen of a wife. He had hoped "to have society at his feet" by means of his newspaper, but he finds, to his bitter mortification, that he has "society on his back." He is in a nest of hornets. Actions for libel crop up on all sides; every post brings tidings of writs, summonses, and criminal informations; and it "takes him all his time" to make apologies to the people who threaten him with personal violence for the "reflections" that have been cast upon them from his distorting mirror. His dearest friends are lampooned without his knowledge in his own journal, even his wife does not escape the slanderous imputations of his contributors.

The following letter has been addressed to the *Indian Daily News*:—Sir,—Would you kindly insert in your paper the following remarks in reference to the recent report of pumice stone being seen in the South Indian Ocean.

On our passage from Liverpool to this port, (Calcutta) at 10. a.m. on Wednesday, the 29th August, 1883, in latitude 12° 40' S. and longitude 86° 48' E., we first saw pumice floating in the water. It was at first small, from the size of a pin's head to that of a pea, and occasionally of a small potato, and was covered with barnacles. Wind at the time south, force 5; weather dark and cloudy. Thence we ran the distance of 465 miles, until the last of the pumice stone was seen at 2 p. m. 2nd September, 1883, in latitude 4° 50' S., and longitude 85° 50' E., but the 1st September most was seen on about 6° 0' S. latitude. One piece, of 10 oz. weight, covered with barnacles, I have deposited in in the museum here. I saw pieces floating, from the size of fine shot to blocks of 4 feet square, also some portions of trees, apparently riven by lightning. At the time we were 1,100 miles from the Island of Java, from whence I judged the pumice stones floated. My ship was also struck by lightning on 1st September, 1883, when about 4 feet of the fore-royal masthead was smashed into splinters.

I also saw the sun and moon of a bright vivid green at rising and setting. On Sunday, the 9th, on Monday, the 10th, and Tuesday, the 11th September, 1883, from 8° to 16° N. latitude, and longitude 87° 30' to 88° 40' E., they appeared, when green, to stand out from a smoky sky like a picture shown from a magic lantern.—Yours, &c.,

HENRY MAYS,
Commander, B. S. *Cleomene*.

September 29th, 1883.

NOTES BY THE WAY.

So the "Black Flags" and their allies have not thrown up the sponge after all. It was hardly likely they would do so, flushed as they are with success. The news you published last night from Haiphong is a little surprising, and it removes the impression which had got abroad that the resistance to the French in Tonquin had collapsed. Admiral Courbet may be anxious to try his hand as commander-in-chief of the land forces, with the troops now at his disposal, in which case we may hear of more severe fighting in Tonquin shortly.

* * *

By the way, I suppose you have not an opening for a "special correspondent" on your journal—an engagement which would perhaps afford one a sort of training for this business of chronicling "the pride, pomp, and circumstance of glorious war." I have been carefully studying the work of the two special correspondents who have been luxuriating here for some months, and I have come to the conclusion that their occupation is just the one that would suit my tastes.

* * *

I believe I could endure Club life as well as they; I would not seriously object to an occasional trip to Canton or Tonquin, and if fate so harshly decreed that I had to face the leaden hail of the "Black Flags," then, when my heart wavered, I would get under the shelter of the nearest rock and pen an account of the engagement that would make the fortune of any paper. I presume this is about all that would be required of me.

* * *

I notice in the last mail papers to hand, that the question of drying up the Zuyder Zee is being actively discussed in Holland. This has been the position of the question, according to periodical reports, from the earliest date of my memory. The Zuyder Zee has been argued dry enough, and it now only requires to be pumped dry.

* * *

It cannot be helped I suppose, but I wish, when chairs and 'rickshas are re-licensed, they could keep their old numbers. As it is, one hardly knows one's old acquaintances. The best 'ricksha coolie in Hongkong plies for hire around the Club: he used to be No. 93, but he has been promoted to No. 227. I hope that you won't mind giving him this gratis advertisement.

* * *

Chinese Gordon wrote thus, ten years ago, about Chinese troops: "However good their arms may be, they will never take care of them. Even with all my care I never could get them to clean them. Fill the barrel and shake it up and down was the mode." I doubt very much if the Chinese troops have materially improved in this respect since the time when Gordon used to lead them with that little cane, which the Chinese looked upon as a magic wand of victory.

* * *

The members of the Club have not yet, I believe, come to any decision in regard to the proposed purchase of the Club buildings and furniture. At the meeting held a few days ago, there was no discussion, and an adjournment of the matter for three weeks was decided upon.

* * *

Sir George Bowen is expected to return from his trip to the North to-morrow. In spite of his considerable age His Excellency has evidently lost none of his love for sight-seeing, otherwise he would hardly have prolonged his journey as far as the Great Wall. Sir George, as is well known, has literary tastes, and he may surprise us some day with a description of what he has seen, and the impressions he has gathered, during his month's tour. Instead of "Ithaca in 1850," his next work may be "Peking in 1883." His Excellency left here just a month ago to-day.

* * *

If experience in colonial governing, and experience in the best fields too, can make a good governor, Hongkong should be greatly blessed in having Sir George Bowen as the occupant of Government House. His Excellency has now had over twenty-three years' experience as Governor, and another six years' experience as Governor's Chief Secretary. His experience has also been gained in some of Her Majesty's most important colonies—Victoria, New Zealand, Queensland and Mauritius. It would be passing strange if His Excellency, after this, could not give us satisfaction in Hongkong. So far, at all events, His Excellency's rule here has shown fairness to all classes, while he has certainly not stood in the way of works being promoted and taken in hand for the improvement, or benefit, of the Colony. There was a little howl of displeasure over the temporary appointment of Captain Dempster, but somehow those who know Captain Dempster best do not seem to be much impressed with the objections to his appointment.

* * *

Since the Cricket Ground has been opened for play, quite lively scenes have been presented in that part of the Colony in the evening. When no cricket match is in progress, the lovers of the "willow" are busy practising batting and bowling in several parts of the ground, while, in other parts, the devotees of lawn-tennis are pursuing their games with an interest and energy which must be almost as pleasing to the spectators as the pastime is healthful to the players. This, with the pretty cricket pavilion, and probably the soldiers exercising on the adjoining parade ground, affords a picturesque spectacle of which the Colony may well feel proud.

* * *

I hardly understand the following sentence in Reuter's telegram of yesterday: "Negotiations are at a stand-still with Madagascar and there is no likelihood of a peaceful settlement." This does not refer, I presume, to the English negotiations with France on the Madagascar difficulty, but to negotiations, of which we have previously heard nothing, between the native authorities in Madagascar and the French. It might be taken as referring to English-French negotiations, seeing that in the previous paragraph of the telegram we are told that "the French press condemns the proposed payment of an indemnity, and deride Mr Shaw's claims," but I don't think this assumption would be correct.

* * *

The accident on board the *Victor Emanuel* the other day, while a salute was being fired, called attention to the fact that the duties of artillerists on board that vessel are performed by Chinese. This seems to me to be a rather strange arrangement, and I cannot understand its *raison d'être*.

CUTTLE.

GENERAL MESNY.

In August last we published a long communication from General Mesny, who is well known to our readers as an officer in the Chinese service, stating he was then travelling from Yunnan to Hongkong, *viâ* the inland water-ways, and had been stopped at a place called Kwei Hsien, in the Prefecture of Chien Chow-Fu, Kwang-Si Province, through the interference of some local mandarins. We learn that the General arrived in Canton on Thursday last with a small retinue, in two native boats. Unfortunately the General's position in the Chinese service precludes him from divulging any information as to the position of affairs on the borders of Tonquin, along which part of his journey has been made. On that matter, the representative of the *China Mail*, who interviewed the General in Canton yesterday, could not obtain any information. The General was not, however, as reticent as to his own personal affairs, and the details of the journey he has just accomplished. General Mesny's experience in China extends over a period of 26 years. During that period he has travelled over almost the whole of the eighteen provinces; and at the present moment there is probably no foreigner living who knows more of the internal affairs of China, than General Mesny does. For the past fifteen years, he has lived in a part of China where it was impossible for him to have personal, and sometimes even written, communication with foreigners; and during that time he has made many expeditions in the interior, and obtained such an immense store of information that would, were it published to the world, throw a vast amount of light on the policy, both internal and external, of China. Such information cannot be made public at the present hour. Unlike "Chinese Gordon," General Mesny, whose claims to be known are almost as good as Colonel Gordon's, is comparatively unknown; and this is due to the fact mainly, that he is of a very unassuming disposition. It is the intention of the General to give to the world at some future date the benefit of his experiences in the form of book or books. Some of his later experiences have not been altogether pleasant. A few years back, he was reduced almost to absolute beggary by a band of robbers depriving him of all his savings and a valuable collection of curiosities, gathered in his many wanderings, amounting in aggregate value to over Tls. 20,000. The only compensation he received from the authorities for this enormous loss was the paltry sum of Tls. 400. Until fourteen months ago, the General wore European clothes everywhere, but since then, he has robed himself for various reasons, in the garb of a Celestial, shaved the fore part of his head, and cultivated a queue. Despite those changes in his appearance, however, the disguise is not complete; and none but the most superficial observer would fail to detect the General's nationality. For some years back, he has been assiduously engaged drilling troops on the foreign system in various parts of the country; and quite recently, he was drafted to Yunnan-fu, the capital of the Province of Yunnan, with the intention of investigating affairs in Tonquin. This course, however, was objected to by the Governor General of Yunnan, and his stay there was therefore very brief. He had only been stationed in the place forty days when he received marching orders. From Yunnan-fu, he proceeded to Kwangan Fu, which, so far as the General could gather from the statements made to him by the natives at this place, is a little further West of the spot where Messrs Colquhoun and Wahab left the West River. Thence he went on to Peh Seh Ting, the head of navigation for large junks in Kwang-si. This was an entirely different route from that usually followed by travellers; and from the observations he made on this journey, he is of opinion that steamers of light draft could make their way to Peh Seh Ting, between which place and Yunnan-fu a railroad could easily be constructed. By this means, he thinks, safe and rapid communication could be established between this port and the capital of Yunnan, which might soon be made a most important market for the disposal of foreign goods.

At Peh-seh Ting, he engaged two junks to convey him by the West River to Canton; and proceeded without interruption as far as Kuei Hsien, a town on the north bank of the river, where he suffered a long, expensive and trying detention. On his arrival at this place, his junks were boarded by the crews of some gunboats, who, under the pretext of searching for salt, subjected him and his servants to every possible annoyance they could think of. No salt was found on board either boat, but nothing would satisfy the rabble but the arrest of two of his crew, who were seized and afterwards brutally handled by the mob. On his representing the gross outrage to the magistrate, a man who held that position contrary to Chinese custom, he being a native of the place where he presided, the General was informed the men would have to be detained. Representations were made to the magistrate's superior, but without any further effect than stupid offers of money compensation being made. General Mesny would have nothing less than the release of his men. This was refused; and though several representations were sent by General Mesny to Consul Hewlett, who received them, the latter took no steps in the matter, and ultimately the General had to leave the place without securing the release of his servants.

While waiting at Kwei Hsien, the General was informed on the 18th September of what had occurred at Canton, and was subsequently asked several times why he did not leave before he was dragged ashore, and skinned alive. These threats were insinuated so often that General Mesny's servants were latterly afraid to go ashore at all, and he himself was compelled to leave the place.

On his arrival at Canton, he found there was just as little chance of obtaining redress as there was at Kwei Hsien. Finding the hands of the British Consul fully occupied with the Canton trouble, he decided not to press the matter there; and on his soliciting an interview with the Viceroy, in whose jurisdiction the outrage took place, he treated the General with great coldness and absolutely refused to see him at all. The Viceroy had come to the conclusion that the General was to make a complaint to him; but General Mesny assured our interviewer that his intention in seeking audience of the Viceroy was to offer his services in settling the troubles at Canton.

The General's services could not have been availed of long under any circumstances, however, as he is under sealed orders to proceed to Foochow.

The General was to leave Canton for Hongkong to-night.

LOSS OF THE "G. C. TRUFANT." COURT OF ENQUIRY.

A Marine Court of Inquiry was opened at the Harbour Master's office this morning to make an enquiry, respecting the abandonment of the British ship *G. C. Trufant*, official number 70,696, Gamaliel Thomas, master. The Court was composed as follows:—Captain Henry George Thomsett, R.N., (President); Lieutenant George W. Balliston, R.N., Navigating Officer, H.M.S. *Victor Emanuel*; Captain William George Pearne, R.N.R., master of the British steamer *Arabic*; Captain William Joseph Watson, master of the *Charles Bal*; and Captain Frederick William Dester, master of the British ship *Lothair*.

On the assembling of the Court, Captain Thomsett read an application by Captain Thomas to have the cause of the loss of his ship enquired into at the earliest convenient opportunity. The letter set forth that the British ship *G. C. Trufant* struck on the Fiery Cross Reef at 0.30 on the morning of the 7th Sept. She remained on the reef half an hour, and came off leaking so badly that the Captain made for the nearest port, and had to abandon her with 20 feet of water in the hold at Port Barton on the 26th September.

Having read the letter, Capt. Thomsett, addressing Capt. Thomas, said:—I want to call your attention in the first place to the fact that it is the duty of the Court to inform all the certificated officers that the Court is about to assemble. I have had the usual form made out; and on reference to the articles before us, I see that John Wareham, who has a certificate of competency as first mate, is on them, but we are unable to find him. Do you know where he is?

Captain Thomas:—He did not join the ship.

Captain Thomsett:—Can you explain how he did not join?

Captain Thomas:—No.

Gamaliel Thomas, sworn, said:—I am a master mariner, and my certificate of competency is No. 30,189. I obtained it at Sunderland on the 1st January 1864. I produce the articles. My official log book is in the Shipping Office. John Wareham signed articles on the 23rd August, and he had a certificate of competency, No. 386, Singapore. He signed articles in the usual way, and was to join the ship on the 15th August. Flint signed the same day. Wareham did not go on board the ship at all; he received no advance. He was to be discharged at New York, and his wages were to be $50 a month. I never had his certificate in my possession.

Captain Thomsett:—You are supposed to have all the officers' certificates. If you had secured possession of his certificate, you would have been ensured of his services.

Witness:—I cleared at this office on the 25th August.

Captain Thomsett:—I see an entry on the articles here that H. C. Madison is second mate. Who made the entry?

Witness:—I put him on the articles myself.

Captain Thomsett:—Why was he not shipped at the shipping office as such? You had him shipped here in Hongkong, and he is on the articles as boatswain. The fact is you must have known he would not have been shipped here because he had no certificate. Is not that the fact?

Witness:—Yes sir.

Captain Thomsett:—I suppose you are aware, you were contravening the law by doing that.

Witness made no answer to this remark; and, in answer to further questions, said:—On the 27th August, as I was about to leave, I placed H. C. Madison on the articles of the ship, as 2nd mate. I knew he had no certificate.

Captain Thomsett:—Well, but you should have detained your ship until you got a certificated officer.

Witness:—When I put this man on the articles, I knew my chief mate had not joined. I left at six o'clock in the morning of the 27th, and when I did so I knew I had no officer with a certificate of competency on board but my own. The *G. C. Trufant* was 1,529 tons. She was fully loaded. I was bound for New York. The crew consisted of myself, sixteen men, two boys, second mate, boatswain, and second boatswain, carpenter, a cook and a steward. I had one passenger on board. I have got the chart by which I navigated the ship (chart shown). On the 5th September, my latitude was 11.26 N., long. 112.50 E. I had fine weather at that time, with light variable winds. On the 6th, at noon, the lat. was 10.45 N., and the long. 112.30 E. During the 6th, I had variable S.W. winds; sometimes blowing strong, sometimes calm. I noticed a current to the N.E. on the 2nd; on the 3rd no Northerly current, 4th no Northerly current. The boatswain, Mr Flint, was in charge of the 1st watch on the 6th. At 8 p.m. I tacked to the N.W., wind being W.S.S.; the ship was under top-gallant sails, and was going from 5 to 6 knots an hour. Madison relieved Flint. From noon of the 6th to 8 p.m. the ship stood to S. by E. about 45 miles. I was in my bed, and at about 0.30 a.m. of the 7th, I was awakened by feeling the ship strike as if she was going up a shelving rock. I went on deck, and saw the water looked like a tide race. When she struck she was under top-gallant sails. There was a moderate S.E. breeze blowing then. She ran right up; she was about half a length on ground. I called the men up immediately, furled the sails and backed the yards. After she had been aground about five and twenty or thirty minutes, she slid off the reef. I had no idea what the reef was, as my reckoning placed the ship 50 miles to the Northward of the Fiery Cross shoal. As soon as she slid off the reef, I found there was about two feet of water in the hold. I stood to the Southward when she came off the ground, and kept on that course until five o'clock in the morning, at which hour I turned Northward. The crew remained by the pumps all the time. I made the reef at seven o'clock, in order to verify my position. At 7 a.m. I saw breakers on the reef on which we had struck. The reef agreed with the description given of the Fiery Cross Shoal. I stood by until 10 a.m., when finding 10 feet of water in the hold, I determined to run for the nearest land, in order to reach which I steered E. S. E. I had no observation on the 7th. On the 8th, I don't recollect getting any observa. On Sunday, 9th Sept., I made the land of the Palawan Island in latitude 10.20 N.; then distant 10 miles. I then ran for Port Barton as the ship had about 19 feet of water in the hold. I arrived at Port Barton on the 10th September, at about 6 p.m. I placed the ship on a bank made by an island in the middle of the Bay; but she drifted off the bank and grounded again on the west side of the Bay. At 2 a.m. on the 11th, the wind came off the western shore; and the sails being still set, the ship floated off and I steered for the head of Port Barton. I ran her near the strait there, and grounded her on a soft bottom. I then clewed up the sails, let go an anchor, and started to make sails for the boats. I sent several members of the crew round the Bay to see if there were any human beings about, but they saw no one. On the 12th September, I asked the crew if some of them would remain by the ship. This some of them agreed to do; and having selected eight men, I left Port Barton at one o'clock the same day, and arrived at Manila on the 17th September. The passenger, who was at one time owner of the ship, accompanied me. I reported my arrival to the British Consul, and telegraphed the loss of the ship to London. I paid off three men in Manila. I left Manila on the 22nd September with five seamen and the passenger, and arrived in Hongkong on the 2nd October. I have no fault to find with any one on board the ship. I used as a guide "Findlay's East Indian Archipelago." The ship was drawing 17 feet of water when she left Hongkong. The depth of the hold was twenty-four feet, nine inches. There was 20 feet of water in the hold when the ship grounded. The mate, Mr Flint, kept the ship's log-book, and I kept a private one. I compared my observations with those made by the mate. We took sights together. I cannot account for the mate's log-book showing the ship's position on the 6th Sept. to be 11° 15' N., and 112° 54' E., while mine was 10° 45' N., and 112° 30' E. I don't know if I compared my position with the mate's on that day or not. The second mate did not assist in the navigation of the ship. I think he does not know anything about the navigation of a ship. Mr Flint had worked on board my ship before he signed articles. I knew him before, and I was aware he could not work navigation. I had one chronometer. It was rated before I left port. I have had it a long time, and know it to be a good one.

Edward Reed Flint, sworn, said:—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles for a week. I acted as mate, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Wareham, went at the same time, but he did not turn up and the vessel left without him. I received an advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to sea the captain made me a mate. The first time I saw Mr Madison was on the 16th of August, a week before I signed articles. I did not understand that he had joined as second mate.

[The president of the Court here questioned the captain as to some discrepancies which appeared in the entries in his log, and pertinently remarked that it was no use having official logs unless they were kept right].

Witness continued:—I understood that Mr Madison was doing duty as a seaman. I think he was made mate on the 27th, after we had gone out of harbour. We left on August 27th. The Captain and I took sights independently. I don't remember ever having seen him taking sights, with a watch in his hand. We compared our observations daily. When we could not get observations, we worked by dead reckoning and compared results, which agreed within a mile or two. At noon on the 6th, I made the ship's position three miles out from the captain's calculation. I made it lat. 11.15 N., long. 112.54 E.

Captain Thomsett here pointed out that there was a difference of 20 or 30 miles between the reckonings of the witness and the captain.

Witness:—The ship struck on the bank about half past twelve. I had been relieved and was in bed. Her striking, which was heavy, awoke me. I thought at first it was a collision. I jumped out, and went on deck, when some one called out, "she's ashore!" and I found this was the case. I heard orders given by the captain to take in the sails. The lead was heaved and we found two and a half fathoms under the counter. The yards were thrown back; the ship must have been on the reef for half an hour before she began to work off. After she got off, we rigged both pumps and stood off to southward. Then we wore her round, and stood to northward, as we wanted to make out the position of the reef. Having done so, we found the water gaining on the crew. We first saw the island on the 9th at 6 a.m. It was about thirty-five miles off at the time. The crew getting exhausted, the captain made up his mind to go into Port Barton on the 8th. A steamer passed us some four miles off. We hoisted the Union Jack with the ensign reversed, to show we were in distress, but she took no notice of us, and showed no flag. She was on the windward beam. We were not molested in any way by natives; in fact, we could not see a human being. We could hear the vessel's fastenings break, with a report like that of a musket. Some of the crew had been sick, and as we could give them no relief we abandoned her on the 25th, in two of the ship's boats, and a private boat belonging to the Captain. I arrived in Manila on the 9th of October. We were in a typhoon in the open boats. I reported the matter to the Consul at Manila. I sold one boat to get provisions; it was the Captain's private boat. I got $20 for it; the purchaser spoke Spanish. I handed over the two ship's boats to Messrs Peele Hubbell & Co.

Captain Thomsett interrogated the witness strictly as to the disposal of the two boats, as he had heard from the Consul that "a man" had sold similar boats for $80, and that the Consul asked him to enquire about it.

Witness:—The boats were entrusted to Captain Joseline of the *Mary L. Stone*. I sold no boat in Manila.

In reply to questions by Lieut. Balliston, witness said that a patent log was kept, but the speed was as often as not estimated by dead reckoning. He would say the ship was going at about ten knots an hour when she struck.

In answer to Captain Pearne, witness said:—When I left the ship, the water was only sixteen inches from the upper deck.

Henry Charles Madison, sworn:—I first went on board the ship ten days before she went to sea.

This witness fenced the question as to what capacity he was shipped in, and was rebuked by the President, who told him that if he would not tell the truth, the Court would find means to make him do so.

Continued: I signed the articles after tug-boat left the ship on the way out. I signed then as second mate. I don't remember which side of Green Island it was. I was put on the articles as second mate. I have no certificate of competency.

Hans Kemp, sworn:—I was the carpenter of the *G. C. Trufant*. I sounded the well, when she sprung the leak. There was 2½ feet in her then. A quarter of an hour after there was four feet, and it gradually increased. When we went into Port Barton, the ship was drawing 17 feet. After the Captain left, I remained by the ship until we all left in the two boats for Manila. I don't know what became of those two boats after we got to Manila.

To Lieut. Balliston:—I did not see the reef again, after she cleared it for the first time. I was looking after the pumps.

Captain Thomas, recalled:—I recognised the reef by its general appearance, as corresponding with the descriptions given of it. It ran S.W. and to the extreme N.E. Breakers were distinctly visible.

Captain Thomsett, after examining the chart, remarked that a few yards would have cleared him.

Captain Thomas:—I think about $5,000 was spent on the ship in Hongkong. I am not a part owner of her.

The Court was then cleared, and upon its re-opening, the president read the following.

VINDING.

We find that the British ship *G. C. Trufant*, official No. 70,696, of which Gamaliel Thomas, No. of whose certificate of competency is 30,189 was Master, struck on the Fiery Cross Reef in the China Sea on the 7th September 1883, at 12.30 a.m. that she was backed off, making water, which, rapidly increasing, determined the master to run for the shore, and ground the ship. Port Barton in the N.W. part of the Palawan Island was chosen, and the vessel was grounded there on the 11th of September, having about 19 feet of water in the hold.

We are of opinion that the grounding of this ship on the Fiery Cross Reef, is to be attributed to the vessel's meeting with her unexpected and unnatural South-Easterly current.

We attach no blame to the master for the loss of the vessel, and we are of opinion that he did all a prudent man could do for the ship and safety of the crew.

From the evidence, it appears that the master left this port in the British ship *G. C. Trufant* without having at least one officer, besides himself, possessing a valid certificate, appropriate to the grade of only mate therein, or to a higher grade.

As the loss of the ship cannot be attributed to this breach of the law of the Colony, it is not for this Court to deal with it.

Given under our hands at Hongkong, the 23rd day of October, 1883.

H. G. THOMSETT, R.N.,
Stipendiary Magistrate.
GEORGE W. BALLISTON,
Lieutenant, R.N.;
W. G. PEARNE, R.N.R.,
Master O. & O. S. S. *Arabic*.
W. J. WATSON,
Master British Ship *Charles Bal*.
F. W. DESTER,
Master British Ship *Lothair*.

Police Intelligence.

(*Before H. E. Wodehouse, Esq.*)

Tuesday, Oct. 23.

ATTEMPT AT HOUSEBREAKING.

Chun Ayau was convicted of attempting to break into house No. 230 Queens Road Central on the 23th inst. at 4.30 a.m., and with being, at the time, in possession of house-breaking implements. Defendant was sentenced to be imprisoned for six months with hard labour.

POCKET PICKING.

Wong Ayau was convicted of stealing from Lau Achan a purse containing $3, while the latter was standing at a shop in the Hollywood Road at 7.30 this morning, and was sent to gaol for six months with hard labour.

THE TEZ-FA LOTTERY.

Fong Akong, described as a shopkeeper, Ho Atai, his wife, and two others, who appeared to be the servants of the former, were charged with keeping an agency for the sale of Tez Fa lottery tickets. Inspector Quincey entered the house No. 43 Hollywood Road by virtue of a warrant, on the 22nd inst., and there found the four defendants and an enormous quantity of Tez Fa lottery tickets, seals, weighing scales, account books, and about $30 in notes and broken silver. First defendant was the master of the agency and the second was his wife. An office coolie in the Police Department testified to having bought a lottery ticket from 1st defendant on the 18th inst. and on previous occasions.

Mr. W. Wilson, from the office of Messrs Brereton, Wotton and Deacon, appeared for the defence and requested an adjournment of the case until Thursday, the 25th inst., and the application was granted, the 1st and 2nd defendants being allowed bail in two sureties of $500 each for each defendant, the 3rd and 4th defendants in their own recognisances in the sum of $50 each.

PIGS ON BOARD SHIP.

Captain John Woone, master of the S. S. *Haiuan*, appeared on a summon's charging him with having while on the high seas and in the waters of this Colony, on board the British Steamship *Haiuan*, unlawfully, wantonly and cruelly ill-used certain animals, to wit pigs, on or about the 20th of October.

James Euanson, P. C. 99, gave evidence to the effect that at 4 p.m. on the 20th inst., he boarded the S. S. *Haiuan*, then laying off the Sailor's Home wharf, having just arrived from Hoihow. Witness saw two pigs on deck which appeared to have been cruelly treated. Their intestines were protruding from behind and they were bleeding very much. The pigs were being landed at the time witness saw them.

Witness took possession of the pigs and brought them on board the Police Hulk; they have since been killed. Defendant stated that the pigs were suffering from piles. The case was remanded till the 25th inst.

USING THREATENING LANGUAGE.

L. M. Baptista, a clerk, appeared on a charge of using threatening language to Messrs F. L. E. Soares and A. F. J. Soares, likely to cause a breach of the peace. The threatening language was supplemented by the following letter which was sent to both complainants by defendant. "I hope to meet you on board the steamer *White Cloud* to-morrow to proceed to Macao together where we can talk as we like. Should you fail to come I shall spit on your face as the greatest coward."

(Signed) L. M. BAPTISTA.

Mr H. L. Dennys appeared for the complainants. The evidence given by Mr A. F. J. Soares was to the effect that defendant was annoyed about a private family matter, with which his complainants', brother was also connected. Defendant met complainant in the street and used very violent and threatening language to him, menaced him with a "Penang lawyer" and sent him a letter challenging him to go to Macao and settle the matter with revolvers.

Defendant admitted having written the letters, but promised that he would not do anything in Hongkong to cause a breach of the peace.

Defendant was bound over in the sum of $500 to be of good behaviour for one year.

Canton.

(*From a Correspondent.*)

Canton, Oct. 22nd.

The removal of Diaz, the Portuguese watchman, to Macao in the *Tamega* on Friday last, has given the Cantonese rowdies another cause for dissatisfaction, and still further aggravated the hostile feelings towards foreigners. Immediately it became known that the *Tamega* had departed, rumours of a very wild description were set in circulation. Another attack was to be made on the *fankweis*, and the whole massacred. Of course this has come to nothing; but as showing the deep-seated hostility to foreigners that is felt by certain portions of the native community, it may be mentioned that meetings were held in various parts of the city on Friday and Saturday last with the object of devising measures to carry into execution the scheme of vengeance which some undoubtedly entertain. The meetings of Friday were very sparsely attended, but those of Saturday were well countenanced. What was done, of course, is somewhat uncertain. It is to be hoped that the presence of the gunboats has induced the agitators to abandon any intention they may have had of inflicting injury on the hated foreigners. We must charitably suppose these proceedings took place unknown to the Viceroy and his subordinates.

Besides this rumour, there were several other stories being retailed by the Chinese connected with the departure of the *Tamega*, and if it were for nothing more than to show the spirit in which the Chinese view matters, they are worth reproducing. One was that the gunboat was to be fired at when she reached the Bogue Forts; another that she had been surrounded by Chinese gunboats on the way down, and a third that the *Chen-to*, which left her anchorage at Shameen at half-past eight on Friday morning, four and a half hours later than the *Tamega*, had gone in pursuit of her.

The Maharajah of Johore arrived here on Saturday in the *Hankow*, and returns to Hongkong by the same steamer this morning.

I hear that the soldiers in the city are very indignant at the present moment on account of having received no pay for some time past. The Viceroy, in order to try and soothe the men's indignation, ordered each man to receive the munificent sum of 100 cash! The treasurer refuses to pay a copper without first having an order from the Emperor to do so. This order is long in coming and in consequence, a number of soldiers have deserted.

From one who is well-informed on the present state of the Chinese matter, I learn that the native authorities are very much concerned regarding the dissatisfaction which exists among the troops. The officials say that a large portion of the soldiery will side with the mob if another outbreak takes place.

The men who are now guarding Shameen are a kind of militia, who were first called out after the burning of the Temple of Longevity by a mob over a year ago. They had been engaged doing duty at that place until the present change took place.

New premises are being constructed on the river side, about 300 to 400 yards below the Hongkong steamer wharf, for the Telegraph Company. This place will be much easier of access to Europeans than the quarters at present occupied by the Company. A portion of the new premises are to be set apart, I hear, for the use of the promoters of the Company which is to prospect for minerals on Ling Ting Island.

I yesterday saw about a dozen old junks of the largest capacity lying off the lower part of the river, entirely dismantled. These are kept in readiness to be taken down the river, loaded with stones and sunk at the old barriers.

Amoy.

The following charters were effected in Amoy during the fortnight ended on the 17th October:—

Minerva, 7,000 peculs, Newchwang & Amoy, 2c lay days, $1,620.

Kolga, 14,000 peculs, Newchwang & Amoy, 80 lay days, 20 cents per pecul.

Queen of India, 9,000 peculs, Newchwang and Amoy, 26 lay days, 18 cents per pecul.

Pelham, 7,2000 peculs, Newchwang & Amoy 25 lay days, $1,3000.

Peter, 7,000 peculs, Yokohama and Amoy, 17 lay days, $700.

Benedicta, 6,000 peculs, Newchwang and back Amoy, 22 lay days, $1,400.

Roderick Hay, 7,000 peculs, Newchwang and back Amoy, 25 lay days, $1,625.

Paugh Balaugh, 5,700 peculs, Newchwang and back Amoy, 20 lay days, $1,275.

Centaur, 10,000 peculs, (at Shanghai) Newchwang and Amoy, 28 lay days, 20 cents per pecul, if Hongkong 22 cents, or Whampoa 25 cents.—*Gazette*.

Exchange.

HONGKONG, *October 23*.

Bank, Wire,	3/8
,, Demand,	3/8½
,, 30 days' sight,	3/8½
,, 4 months' sight,	3/8½
Credits, ,, ,,	3/9½
Documentary 4 months' sight,	3/9½
India, Wire,	224½
,, demand,	225
Shanghai, demand,	72½
,, 30 days' sight, private	73½
Gold Leaf 99½ fine	$27.00
Sovereigns,	$5.41

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

BAROMETER—	9 A.M.	30.132
Do.	1 P.M.	30.092
Do.	4 P.M.	30.075
THERMOMETER—	9 A.M.	80
Do.	1 P.M.	82
Do.	4 P.M.	81
Do. (Wet bulb)	9 A.M.	73
Do. Do.	1 P.M.	75
Do. Do.	4 P.M.	75
Do. Maximum		82
Do. Minimum over night		77

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "*Notes and Queries on China and Japan*," has reached its Tenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, *China Review*, care of *China Mail* Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, Hirth, and Hance, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, and Piton,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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"The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."—*North-China Daily News.*

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"The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

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(*Revised January 1st, 1882.*)

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1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local and Indian Parcel Post.

1. Small Parcels may be sent by Post at *Book Rates* between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of $10.

4. The public are cautioned not to confound these facilities with a *Parcel Post to Europe, &c.*, which does not exist.

It is necessary that the following rules be strictly observed

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Chair, Jinricksha, and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour,	10 cts.	Hour,	20 cts.
Three hours,	50 cts.	Six hours,	70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

Return (direct or by Pok-fu Lam).

Four Coolies,	$1.50
Three Coolies,	1.20
Two Coolies,	1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

Single Trip.

Four Coolies,	$0.60
Three Coolies,	0.50
Two Coolies,	0.40

Return (direct or by Pok-fu Lam).

Four Coolies,	$1.00
Three Coolies,	0.85
Two Coolies,	0.70

The Return Fare embraces a trip of not more than *three* hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (12 hours)	Peak,	$0.75 each Coolie.
	Gap,	$0.60 each Coolie.

Jinricksha.

Quarter of an hour or less,	5 cts.
Half an hour,	10 ,,
One hour,	15 ,,
Three hours,	25 ,,
Six hours,	35 ,,
One day (12 hours),	50 ,,
Per trip to Shaukiwan or Pokfulam, from the centre of the Town,	20 ,,
Return,	35 ,,
Per trip to Aberdeen, from the centre of the Town,	25 ,,
Return,	40 ,,

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Bearers (each).

Hour,	10 cents.
Half day,	35 cents.
Day,	50 cents.

BOAT AND COOLIE HIRE.

BOATS.

1st Class Cargo Boat of 8 or 900 piculs, per Day,	$3.00
1st Class Cargo Boat of 8 or 900 piculs, per Load,	2.00
2nd Class Cargo Boat of 600 piculs, per Day,	2.50
2nd Class Cargo Boat of 600 piculs, per Load,	1.75
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day,	1.50
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load,	1.00
3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day,	50

Sampans.

or Pullaway Boats, per Day,	$1.00
,, One Hour,	20
,, Half-an-Hour,	10

After 6 P.M. ....10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day,	33 cents.
Half Day,	20 ,,
Three Hours,	12 ,,
One Hour,	5 ,,
Half Hour,	3 ,,

Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ajax	5 c	Riley	Brit. str.	1540	Oct. 22	Butterfield & Swire	Shanghai	To-morrow
Amazone	5 c	Maubeuge	Fch. str.	2078	Oct. 20	Messageries Martimes	Marseilles, &c.	To-day
Alwine	...	Thiesen	Ger. str.	400	Oct. 20	Wieler & Co.	....	K'loon Dock
Arabic	4 k	Pearne	Amer. str.	2787	Oct. 10	O. & O. S. S. Co.	Y'hama&SanF'cisco	27th inst.
Arratoon Apcar	5 c	Mactavish	Brit. str.	1392	Oct. 22	David Sassoon, Sons & Co.		
Bellona	4 c	Schaefer	Ger. str.	789	Oct. 20	Siemssen & Co.	Saigon	To-day
Berenice	4 c	Crillovich	Aust. str.	1707	Oct. 20	Melchers & Co.	Triesté, &c.	27th inst.
Catterthun	...	Binstead	Brit. str.	1480	Oct. 3	Gibb, Livingston & Co.	....	K'loon Dock
China	2 h	Schöer	Ger. str.	649	Oct. 13			
Chin-tung	4 h	Winsor	Chi. str.	835	Oct. 21	C. M. S. N. Co.		
Danube	2 h	Newton	Brit. str.	561	Oct. 19	Yuen Fat Hong	Swatow, &c.	25th inst.
De Bay	2 h	Lee	Brit. str.	1087	Oct. 17	Adamson, Bell & Co.	Nagasaki	To-morrow
Emuy	...	Romentoria	Span. str.	414	June 30	Remedios & Co.	....	K'loon Dock
Europa	3 c	Schade	Ger. str.	1003	Oct. 21	Melchers & Co.	Saigon	
Euxine	4 c	Peters	Brit. str.	976	Oct. 15	Russell & Co.	Sydney, &c.	20th inst.
Fame	6 h	Stopani	Brit. str.	117	......	H.K. & W'poa Dock Co.	....	Tug Plying
Gordon Castle	3 c	Waring	Brit. str.	1338	Oct. 17	Soey Shing	Saigon	26th inst.
Gravina	4 c	Echevaria	Span. str.	398	Sept. 12	Remedios & Co.	Manila	To-day
Hainan	2 h	Woone	Brit. str.	281	Oct. 20	Afong & Co.	Hoihow, &c.	
Lee Yung	3 k	Chun	Annam. str.	150	June 19	Chinese		
Moray	5 h	Duncan	Brit. str.	1427	Oct. 22	Jardine, Matheson & Co.	Saigon	To-morrow
Namoa	5 h	Westoby	Brit. str.	862	Oct. 23	Douglas Lapraik & Co.	Coast Ports	26th inst.
Ningpo	3 h	Cass	Brit. str.	761	Oct. 23	Siemssen & Co.	Shanghai	To-morrow
Peking	...	Heuermann	Brit. str.	954	Oct. 3	Siemssen & Co.	Shanghai	Cos'tan Dock
Saltee	5 h	Aranguren	Fch. str.	323	Oct. 21	A. R. Marty	Hoihow, &c.	
Sea Gull	7 h	Haydon	Amer. str.	48	......	China Traders' Insurance Co.		
Takachiho Maru	4 c	Nyo	Japan. str.	1407	Oct. 21	M. B. M. S. S. Co.	Nagasaki and Kobe	26th inst.
Thales	...	Pocock	Brit. str.	820	Oct. 20	Douglas Lapraik & Co.	....	K'loon Dock
Tromp	3 k	Roe	Dutch str.	137	Oct. 11	Eduard Schellhass & Co.	....	For Sale
Victoria	3 c	Shield	Brit. str.	1452	Oct. 22	Thos. Howard & Co.		
Whampoa	5 c	Williams	Brit. str.	1109	Oct. 23	Butterfield & Swire	Australian Ports	
Sailing Vessels								
Asteria	3 k	Cox	Brit. bqe.	211	Sept. 26	Order		
Charles Bal	2 h	Watson	Brit. sh.	1431	Sept. 15	Russell & Co.	San Francisco	
Goliah	2 h	Rash	Siam. bqe.	524	Oct. 10	Order		
Gustav & Oscar	5 k	Seemann	Ger. sh.	1352	Oct. 9	Melchers & Co.	New York	
H. W. Dudley	5 k	Dudley	Amer. bqe.	1085	Sept. 1	Captain	New York	
Haydn Brown	8 c	Havener	Amer. bqe.	821	Oct. 15	Russell & Co.		
J. A. Borland	8 c	Kent	Amer. bqe.	670	Sept. 8	Russell & Co.		
Lothair	3 c	Dester	Brit. sh.	800	Sept. 23	Russell & Co.	New York	
Louisa	3 c	Schierlach	Ger. 3m. sc.	245	Jan. 2	Captain		
Magic	3 c	White	Brit. sch.	214	Aug. 20	Arnhold, Karberg & Co.	London	
Marie	4 k	Thomaschevsky	Ger. bqe.	430	Aug. 27	Siemssen & Co.	Newchwang	
Marie Louise	3 k	Erichsen	Ger. bqe.	442	Oct. 8	Chinese	Singapore	
Melbrek	8 c	Lightbody	Brit. bqe.	867	Sept. 28	Messageries Maritimes		
Mount Lebanon	3 k	Nelson	Bri. bktine.	530	Oct. 12	Rozario & Co.		
Sarah S. Ridgway	2 c	Townsend	Amer. bqe.	833	Sept. 12	Chinese		
Sea Ripple	4 c	Rickers	Br. 3m. sch.	187	Sept. 23	Siemssen & Co.		
Silver Eagle	3 c	Richards	Brit. bqe.	908	Aug. 31	Arnhold, Karberg & Co.	Havre and London	
Spartan	8 h	Vincent	Amer. sch.	85	May 30	W. H. Ray		
Three Brothers	2 h	Kahlcke	Brit. bqe.	366	Sept. 1	Ee Tye Hong		
Twilight	8 c	Warland	Amer. sh.	1263	June 8	Adamson, Bell & Co.		
Walla Castle	8 k	Kennett	Brit. bqe.	626	Oct. 23	Lane, Crawford & Co.		
Wildwood	7 c	Sawyer	Amer. bqe.	1009	Sept. 23	M. B. M. S. S. Co.		
William Manson	3 k	Kindred	Brit. bqe.	366	Oct. 1	Russell & Co.		
Wrecker	8 h	Henderson	Amer. lor.	55	July 16	Blackhead & Co.	....	Cos'tan Dock
Zouave	...	Soper	Amer. sh.	1202	Aug. 3	P. & O. S. N. Co.		

Her Britannic Majesty's Ships in the China Squadron.

Name.	Rig.	Tons Displt.	Guns.	I.H.P.	Captain.	Where at.
Albatross	composite screw sloop	940	4	840	Commander Chas. Hicks	Yokohama
Audacious	double-screw iron frigate	6010	14	4330	Captain R. E. Tracey	Yokohama
Champion	corvette	2380	14	2340	Captain R. G. S. Pasley	Sunda Straits
Cleopatra	corvette	2300	14	2610	Captain H. N. Hippisley	Hongkong
Cockchafer	gunboat	465	4	470	Lieut.-Com. Robt. L. Groome	Hongkong
Curaçao	corvette	2383	14	2540	Captain Anstruther	Yokohama
Daring	composite sloop	940	4	920	Commander F. J. J. Elliott	Hongkong
Esk	double-screw gunboat	360	3	340	In reserve	Hongkong
Espoir	gunboat	430	4	455	Commander E. H. Gamble	Canton
Flying Fish	sloop	940	4	840	Lieut.-Commander Hoskyn	*en route* Shanghai
Fly	double-screw gun-vessel	640	4	490	Commander John Hope	Bangkok
Foxhound	gunboat	450	4	470	Lieut.-Commander McQuhae	Shanghai
Kestrel	double-screw gun-vessel	710	4	830	Commander H. Hotham	Chefoo
Linnet	double-screw gun-vessel	767	5	1050	Commander J. J. Jones	Canton
Magpie	surveying vessel	803	3	600	Lieut.-Com. A. Carpenter	Sunda Straits
Midge	double-screw gun-vessel	465	4	470	In reserve	Hongkong
Pegasus	composite screw sloop	1130	6	970	Commander Bickford	Yokohama
Sapphire	corvette	1370	12	2360	Captain Fullerton	Chefoo
Swift	double-screw gun-vessel	756	5	1010	Commander Wm. Collins	Hongkong
Tweed	double-screw gunboat	360	3	340	In reserve	Hongkong
Victor Emanuel	receiving ship	3087	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	835	2	1230	Lieut.-Com. C. Lindsay	Yokohama
Wivern	turret-ship	1800	4	1450	In reserve	Hongkong
Zephyr	gunboat	430	4	530	Lieut.-Com. G. N. A. Pollard	Foochow

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	N.H.P.	Captain.	Where at.
Abreck	Russian aviso	1100	7	300	Captain Schanz	Vladivostock
Chier	French transport	—	4	—	Captain Lafon	The North
Duke of Edinburgh	Russian ironclad	3200	18	900	Captain Giers	Yokohama
Enterprise	American corvette	1375	6	900	Commander A. S. Barker	Shanghai
Ermak	Russian transport	1000	4	80	Captain Koltchau	Japan
Essex	American sloop	1375	6	1200	Captain McCormack	Tientsin
Gornostai	Russian gunboat	450	7	80	Commander Stark	Vladivostock
Hamelin	French cruiser	—	—	—	Commander Roustan	Tonquin
Iltis	German gunboat	420	8	100	Commander Klausa	Canton
Juniata	American corvette	1900	—	—	Commander P. F. Harrington	Canton
Kersaint	French sloop	1182	—	375	Commander de Beaumont	Tonquin
La Victorieuse	French ironclad	4500	14	750	Captain D. de la Batié	Hongkong
Legaspi	Spanish transport	1200	...	......	D. Ramon Valentin Buenaplata	Shanghai
Leipzig	German corvette	3000	15	—	Captain Herbig	Nagasaki
Lutin	French gunboat	437	4	100	Captain Rouvier	Hongkong
Monocacy	American sloop	1100	6	250	Commander C. S. Cotton	Tientsin
Morge	Russian gunboat	400	7	80	Commander Moltsoff	Vladivostock
Najezdnick	Russian corvette	1500	—	—	Captain Kalagerass	Yokohama
Nerpa	Russian gunboat	400	7	80	Commander Valrondt	Vladivostock
Opritchnik	Russian corvette	1400	—	—	Captain B. Ivashintsoff	Hongkong
Palos	American gunboat	306	6	200	Lieut.-Commander Glidden	Keelung
Pemsacola	American frigate	3000	—	—	Captain H. Esben	Yokohama
Richmond	American frigate	2300	14	500	Captain Skerrett	Yokohama
Skobeloff	Russian corvette	2000	—	—	Captain Blanodareff	Yokohama
Sobol	Russian gunboat	400	7	80	Commander Boyle	Vladivostock
Stosch	German frigate	2030	19	700	Com. Glomsda von Buchholtz	Hongkong
Tamega	Portuguese gunboat	410	—	—	Captain F. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	—	Commander Heck	Singapore
Tourville	French steel frigate	5340	27	6000	Captain Bose	Yokohama
Triomphante	French ironclad	4176	14	—	Captain Baux	Shanghai
Villars	French corvette	2400	15	600	Captain Dewatre	Shanghai
Volta	French corvette	1300	—	—	Captain Fournier	Tientsin
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	428	4	340	Commander von Raven	Corea

☞ For Foreign men-of-war actual measurement, tonnage and nominal horse powers are given.

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Hankow	1382	Ogston	Butterfield and Swire
Honam	1377	....	H., C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H., C. & M. S.-boat Co.
Kiang-ping	360	Holmes	C. M. S. N. Co.
Kiungchow	159	Goggin	H., C. & M. S.-boat Co.
Powan	1890	Hoyland	H., C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H., C. & M. S.-boat Co.
Yotsai	180	Lefavour	H., C. & M. S.-boat Co.

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	Lin Kuo-ch'ang
Che-an	800	8	250	Tong Po-che
Chee-hing	30	2	20	Chinese
Chen-to	221	7	70	J. Stewart
Chien-jui	80	3	17	Chinese
Ching-tsing	180	6	60	F. Bessard
Chun-tung	150	2	40	Wang Tsêng-shêng
Chop-chung	300	...	......	Li Tack-ming
Chop-sai	300	...	......	Chang
Fei-yuen	800	8	250	Wang Lun-su
Hai-ch'ang-ching	300	3	20	Wu Jui-ch'ang
Hai-king-ching	120	3	......	Ch'ên Liang-chieh
Hai-tung-hung	120	...	......	Liang Yü-t'ing
Hua-shan	24	2	7	H. J. Faunch
Li-shê	80	3	20	Chinese
Peng-chou-hai	562	4	125	Chêng Sung
Quang-on	120	4	40	Li Ping-tye
Shen-chi	200	5	60	Sau Tsung-t'ai
Sui-tsing	160	4	60	J. B. Murray
Tching-on	120	2	40	Chinese Admiral
Tching-po	100	3	40	Wên Lin-an
Tsing-po	180	6	60	Chinese
Yi-hu	20	2	8	Chinese
Yü-min	24	3	7	J. Yeats

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

CANTON.

Vessel's Name.	Flag & Rig.	Destination.
Fookisang	Brit. str.	Shanghai
Hwai Yuen	Chi. str.	Shanghai

MACAO.

Kiang-ping	Chi. str.	
Yotsai	Brit. str.	

SWATOW.

In port on September 26, 1883.

Tay Watt	Siam. bqe.	

AMOY.

In port on October 16, 1883.

Brunette	Brit. bqe.	
Chateaubriand	Brit. bqe.	
Helene	Ger. bqe.	Laid up
Hermine	Swed. bqe.	
Ino	Ger. bqe.	
Lucky	Siam. bqe.	
Meridian	Siam. bqe.	
Milton	Norw. bqe.	
WalterSiegirfied	Brit. bqe.	
W. Minstrel	Brit. bqe.	

FOOCHOW.

In port on October 18, 1883.

MERCHANT STEAMERS.

Haeshin	Chinese	Shanghai
Namoa	British	Hongkong
Whampoa	British	Colonies

MERCHANT SAILING VESSELS.

Kristina Nilsson	Amer. bg.	

SHANGHAI.

In port on October 17, 1883.

MERCHANT STEAMERS.

Achilles	British	London, &c.
Amazone	French	H'kong, &c.
Anadyr	French	Hongkong, &c.
Anding	Br. st. dre.	
Benarty	British	New York, &c.
Cambodia	British	London, &c.
Chungking	British	
Fatchoy	British	
Fooksang	British	Hongkong
Glenelg	British	London, &c.
Hae-ting	Chinese	
Hwai Yuen	Chinese	Hongkong
Kiang-foo	Chinese	Hankow, &c.
Kiang-teen	Chinese	
Kiang-yung	Chinese	
Kung-pai	Chinese	
Lusitania	German	Swatow
Nagoya Maru	Japanese	Nagasaki, &c.
Pechili	British	
Rohilla	British	Hongkong, &c.
Shanghai	British	Hankow, &c.
Sin Nanzing	British	Chefoo, &c.
Store Nordiske	Danish	
Sual	British	Hankow
Sutlej	British	Hongkong, &c.
Taiwo	British	Hankow, &c.
Taku	British	Foochow
Wuchang	British	C'foo & T'tsin
Yangtsze	British	Hongkong
Yehsin	Chinese	
Yoritomo Maru	Japanese	

MERCHANT SAILING VESSELS.

Chingtah	Chi. bqe.	
Chloris	Ger. bqe.	
Daniel	Ger. bqe.	
Earl of Elgin	Brit. bqe.	
Galveston	Ger. bqe.	
Leander	Brit. bqe.	London
Otto	Ger. sh.	

NAGASAKI.

In port on October 13, 1883.

Batavia	Brit. bqe.	Shanghai
Hedvig	Brit. bqe.	
Hugo & Otto	Norw. bqe.	Shanghai
Kanagawa Maru	Japan. bqe.	
Kolga	Brit. bqe.	Shanghai

HIOGO.

In port on October 5, 1883.

A. M. Simpson	Amer. sh.	
Alex. McNeil	Amer. sh.	
Antoinette	Brit. sh.	
Gilead	Norw. bqe.	
Ino	Ger. bqe.	
Milton	Norw. bqe.	
Queen Emma	Brit. bqe.	
Wm. J. Rotch	Amer. sh.	San Francisco
Velox	Dut. bqe.	

YOKOHAMA.

In port on October 12, 1883.

Black Diamond	Ger. bqe.	
Bride	Brit. bqe.	
E. v. Beaulieu	Ger. bqe.	
Gloaming	Brit. sh.	
Guam	Bri. bktine.	
Pearl	Amer. bqe.	
Sagitta	Brit. bqe.	London

MANILA.

In port on October 16, 1883.

Amoy	Ger. bqe.	Channel
Auguste	Fch. bqe.	San Francisco
Bowfell	Brit. bqe.	
Chandernager	Brit. bqe.	Tayabas
Cyprus	Brit. sh.	Iloilo
Denbighshire	Brit. bqe.	London
Eliza Nicholson	Brit. bqe.	
Grandee	Amer. sh.	New York
H. Bremer	Ger. bqe.	Channel
H. Printzenberg	Ger. bqe.	London
Ida	Norw. bqe.	New York
John Nicholson	Brit. bqe.	Liverpool
Mary L. Stone	Amer. sh.	New York
Pepita	Span. bqe.	
Polynesian	Brit. sh.	New York
Undine	Ger. bqe.	Liverpool

ILOILO.

In port on October 3, 1883.

H. G. Johnson	Amer. bqe.	Boston

CEBU.

In port on October 3, 1883.

Filadelfia	Aust. bqe.	
Friedlander	Ger. sch.	United States
Hermann	Ger. bqe.	
Joe Rauers	Ger. bqe.	Channel

BANGKOK.

In port on October 6, 1883.

Advance	Siam. bqe.	Java
Aline	Sia. 3m. sc.	Acheen
Billy Simpson	Brit. bqe.	
Bua Pan	Siam. sh.	Laid up
Cham. Kamrye	Siam. bqe.	
China	Siam. bg.	Laid up
Diamond City	Siam. bqe.	Java
Envoy	Siam. bqe.	In Dock
Falcon	Siam. bqe.	Java
Hei Cheong	Brit. bqe.	Java
Hero	Siam. bg.	
Kim Soon Hoat	Siam. lug.	Java
KohHockCheng	Siam. sch.	Coast
Mercury	Siam. bg.	
Queen of England	Siam. sh.	In Dock
Rapid	Siam. bqe.	

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